

## CONCLUSION

Comprehensive review of the community plan by the Navajo Community Planners and City staff should be undertaken at periodic intervals to accomplish the following:

Review and analyze the relationship of development trends to the goals and proposals of the plan.

Investigate new implementation tools and aids for their application in making sustained progress towards achievement of the goals of the plan.

Recommend appropriate plan amendments to the City Planning Commission and City Council to insure the plan is kept up to date.

Navajo is one of the fastest growing residential areas in the City of San Diego. As such, its future will be a significant factor in the quality of the City as a whole. As a young community, Navajo exhibits the promise of youthfulness and the problems of rapid growth. It is paramount that guidelines be established for the community as a desirable place in which to live.

It is the purpose of the Navajo Community Plan to provide such a framework for the City Council, Planning Commission, private developers and other people concerned with the area's future. In essence, the plan gives rational direction to the recognition that planning must be an ongoing process supported by the citizens. The continuing vitality of the Navajo Community Planners will be a key element in the success of planning for this community.

The Navajo Community Plan can only be meaningful if it leads to action-oriented implementation. The programs outlined previously, both public and private, are necessary tools for the effectuation of the plan. They chart a course which embodies the various proposals presented, and together with the entire plan, assure the significance which it deserves now and in the year 2000.



## STANDARDS AND DEFINITIONS

Balanced Transportation System - A transportation network in which the several circulation subsystems (auto, bus, bike, etc.) complement and reinforce one another and provide mobility, accessibility and safety for residents of the community.

Bikeways fall into three general categories based on the degree or extent of their improvements:

Bicycle paths (Class I) are completely separate from vehicle traffic.

Bicycle lanes (Class II) along streets are reserved for bikes only. They may be marked with a painted stripe on the road (more a psychological than a physical protection) or with curb barriers.

Bicycle routes (Class III) are simply lightly traveled streets marked with signs encouraging bicycle use and cautioning motorists.

### Commercial

Regional Centers emphasize such shopping goods as apparel, major household appliances, and furnishings. The dominant establishments are usually one or more department stores. Variety and specialized stores are typical tenants, as are business and professional services. Recently, automobile agencies and major recreational facilities have made their appearance. In all, more than forty different kinds of establishments are generally required to provide the range of goods and services associated with regional centers.

Community Centers provide a wide range of convenience goods as well as some shopping goods. A variety or junior department store may be the primary facility among the more than twenty different kinds of establishments normally found in this type of center.

Neighborhood Centers characteristically provide goods and services of a convenience nature, designed to meet daily needs. The dominant store is usually a supermarket. Other establishments may include a drug store, liquor store, self-service laundry, beauty and barber shop, shoe repair and service station. At least fifteen different kinds of establishments are necessary to provide a complete range of convenience goods and services.



A smaller center is sometimes economically feasible and will provide public convenience where the distance to the nearest shopping center is at least one mile, or where the local topography isolates an area of residences. These smaller centers, which can be supported by resident populations of one to two thousand, consist of a small grocery store, service station, and one or more service establishments. However, the limited size and composition of such small centers place them at a competitive disadvantage except under the unusual circumstances noted.

Specialized commercial uses include automobile sales agencies, furniture stores, bowling alleys, drive-in theaters, hotels, motels and a wide variety of business, personal and repair services. Their trade areas are normally not easily definable since these establishments may attract patronage from a metropolitan or regional area. Specialized commercial uses are generally found in strip developments along major streets; however, they occasionally seek to cluster for mutual support, and sometimes locate within or adjacent to community and regional centers.

Visitor-oriented commercial uses are intended primarily to serve tourists, business travelers, or those persons attending conventions. Such uses largely include hotels, motels, trailer parks and convention facilities. Locations are determined by regional access routes and terminals, specialized recreational facilities, and centers of financial and administrative facilities.

Business and professional office development is often efficiently clustered near such institutional facilities as hospitals, clinics, and research complexes. In addition, it may be appropriately located at the periphery, or even within major concentrations of commercial activities.

Planned Commercial Development (PCD) - a Planned Commercial Development is a predominantly commercial project designed and improved in accordance with a comprehensive project plan located within any commercial zoning district except CP (Commercial Parking). It may include residential, office, institutional, cultural, selected light manufacturing and recreational uses and facilities. A Planned Commercial Development may be subject to a development phasing program reflecting anticipated needs of project population growth in the service area of the project.

The PCD regulations provide for a greater variety of goods and services than is normally found within a center built under typical commercial zone regulations.



Included are residential and certain light industrial or handicraft uses as well as a full range of both light and heavy retail uses, commercial recreation activities and public services.

An underlying purpose of the Planned Commercial Development is to encourage full-time use of the center's facilities while minimizing space allocated to parking. Consequently, it is conceived that reductions in the total off-street parking requirement might be granted by the Planning Commission where it can be shown that different uses utilize the same parking facilities at different times of the day. This provision could, in some instances, significantly reduce the vast parking areas typically required in larger regional and community centers.

The PCD regulations also provide for a program of phased development where it is deemed desirable. Such a program would be based upon population growth within the potential service area of a Planned Commercial Development. This provision requires that the developer present and follow a construction program that will ensure that residents of the service area are provided with adequate commercial services during development of the center and to ensure that community and regional shopping centers are not developed in a piecemeal manner with a resultant loss in design cohesiveness and sensitivity.

Conditional Use Permits are issued for special uses of land which are not included in the normal range of permitted uses in any zone. Examples include churches, schools, service stations, etc.

Demography is the science of vital and social statistics, such as the births, deaths, diseases, marriages, etc.

Density is the ratio between numbers of persons or dwellings and land area.

#### Density Ranges

Very low density	0-4 dwelling units per acre
Low density	5-9 dwelling units per acre
Low-medium density	10-14 dwelling units per acre
Medium density	15-29 dwellings units per acre
Medium-high density	30-43 dwelling units per acre



Developed land is land upon which improvements have been made (grading, structures, agricultural use).

Dial-A-Bus is a system of small buses on fixed routes or in designated areas. On-call vehicles will pick up passengers at home and take them to their destination.

Dwelling unit - a room or suite of rooms in a building or portion thereof, used, intended, or designed to be used or occupied for living purposes by one family, and containing only one kitchen.

Express Bus - buses operating nonstop or with limited stops between two points over existing streets and/or freeways.

Field Act - Long Beach, in 1933, experienced an earthquake which destroyed a large number of school buildings. As a consequence of this earthquake, the State Legislature enacted legislation known as the "Field Act" which provided for the establishment of structural standards both in design and construction of school buildings. This Act was amended in 1968 to provide that any building classified as unsafe shall not be used for classroom purposes after July 1, 1975.

Fire Stations - require a site size of approximately three-quarters of an acre. This is regarded by many authorities as appropriate for a fire station. This provides an adequate amount of layout area for fire hoses.

According to present General Plan standards, fire station service areas should be determined on the basis of present and proposed land use patterns and freeway and major street systems. Currently, in newly developing areas, fire stations are being provided on the basis of a four-mile service area and five-minute response time. Fire stations should be situated so as to permit easy access to major streets.

Floodplain - the relatively flat area of low lands adjoining, and including, the channel of a river, stream, water course, bay or other body of water which is subject to inundation by flood waters of the Standard Project Flood established by the U. S. Army Corps of Engineers.

Floodplain Fringe - all that land in a floodplain not lying within a delineated floodway. Land within a floodplain fringe is subject to inundation by relatively low velocity flows and shallow water depths.



Floodway - that land in a floodplain, which is delineated on a map approved by the City Council, required for passage of a 100-year frequency flood in an unlined channel with a resultant rise in the natural flood water profile of one foot. The natural flood water profile is the water surface elevation of a nonconfined 100-year frequency flood in the natural undeveloped floodplain.

Health Care Facilities - Hospitals should be located as near as possible to the center of the population served. Community hospitals should be located not more than 20 minutes automobile travel time from any point in the service area.

General hospitals should have frontage on a prime arterial or major street. Specialized hospitals and long-term care facilities should have frontage on a collector or local street. Community general hospitals should have public transportation available within one-quarter mile of the facility. Regional general hospitals, because of the very large area served, should have convenient access to all forms of transportation.

Hospitals normally should not be located adjacent to lands which create an exceptionally high degree of activity or generate undue noise such as that emanating from railroads, freight yards, schools, stadia, or playgrounds. Specialized hospitals and long-term care facilities should be a part of or in proximity to a community or metropolitan general hospital in order to provide a full range of medical care for the inpatients.

Site area should be sufficiently large to accommodate the facility, the required off-street parking, planned future additions, and open space. When fully developed, about 50 percent of the site should remain uncovered by buildings.

### Libraries

Community Branches - Currently, the General Plan standards state that a branch library should have a minimum of 5,000 square feet of floor area and contain a minimum book collection of 20,000 volumes. The branch library should have a site size of approximately one acre and should serve a resident population of at least 15,000 persons. Recently, the City Librarian advocated a system of larger branches or community libraries. Under this proposal, these facilities would be spaced farther apart and serve larger geographical areas. Large branch libraries would be from 10,000-15,000 square feet in floor area and house 44,000 to 66,000 volumes. The service area would have a radius of about two miles and include from 33,000 to 45,000



residents. Site size would be approximately one and one-half acres. In some cases, a medium size branch of 8,000-10,000 square feet of floor space with 35,000-44,000 volumes would be provided to serve a resident population within a radius of slightly less than two miles. Small branches under 8,000 square feet would be provided for areas between large branches as funding became available and after there had been an opportunity to observe the effectiveness of the larger unit's operation.

Bookmobiles - Bookmobiles should contain 2,000 to 3,000 books per unit and serve sparsely populated or inadequately served areas on a once or twice a week basis, as demand indicates. Bookmobiles should also be used to test future locations for new branch libraries.

Modal Split - the separation of person trips by type of travel used, such as driving automobiles, riding on transit facilities, or walking.

Multiple Dwelling - a building used or designed to be used for housing three or more families.

Open Space - Although definitions of "open space" abound, clearly none of them has yet attained universal acceptance; nor is this surprising, for open space by its very nature resists explicit description. One of the more recognizable difficulties, surely, is that "open space means different things to different people for different reasons."

As might be anticipated, somewhat differing definitions of open space have been set forth in various legislative enactments. Under the Housing Act of 1961, open space land was defined as any undeveloped or predominately undeveloped land in an urban area which has value for (a) park and recreational<sub>2</sub> purposes, (b) conservation of land or other resources, or (c) historic or scenic purposes.

A 1959 California statute authorizing cities and counties to expand public funds for the acquisition of open space declared that:

...an "open space" or "open area" is any place or area characterized by (1) great natural scenic beauty or (2) whose existing openness, natural condition, or present state of use, if retained, would enhance the present or potential value of abutting or surrounding urban development<sub>3</sub>, or would maintain or enhance the conservation of natural or scenic resources.



More recently, state legislation defined "open space land" as "any parcel or area of land or water which is essentially unimproved and devoted to an open space use ... "<sup>4</sup> The latter term "open space use" is defined as "the use of land for (1) public recreation, (2) enjoyment of scenic beauty, (3) conservation or use of natural resources, or (4) production of food or fiber."<sup>5</sup> Within the City of San Diego Municipal Code, the following definition is found:

"Open Space Land" means any land or water area:

which is primarily in its natural state and has value for park and recreation purposes, and which, in the opinion of the City Council of the City, (a) conforms to the criteria established for open space land set forth in the Progress Guide and General Plan for The City of San Diego, as amended, and (b) would, if retained in its natural state or improved, enhance the present or potential value of abutting or surrounding properties or would maintain or enhance the conservation of natural or scenic resources.<sup>6</sup>

1. California Legislation, Joint Committee on Open Land Final Report, Feb. 1970, p. 51.
2. U. S. Congress, Housing Act of 1961, Sec. 706 Public Law 87-70, 87th Cong., 1st Sess., 1961.
3. California, Government Code, Title 1, Div. 7, Section 6954.
4. California, Government Code, Title 7, Chp. 3, Section 65560.
5. Ibid.
6. San Diego, San Diego Municipal Code, Section 61.0601.

## Parks

Population-Based Parks<sup>1</sup> - those intended to serve the recreational needs of the immediately surrounding residential population. The two categories of such parks are discussed below.

Neighborhood Parks and Playgrounds - Neighborhood parks should contain a minimum usable area of five acres when located adjacent to an elementary school (the ideal situation) and ten acres when not so located. They should serve a resident population of 3,500 to 5,000 persons. In order to assure ready accessibility to residents of the neighborhood, the maximum service area radius should generally not exceed one-half mile. The arrangement of space and the type of facilities located within each park must be related to the population and use characteristics of the neighborhood served.



However, each park should have at least a play area, multipurpose courts, picnic facilities, lawn area and landscaping.

Community Park and Recreation Centers - Community parks and recreation centers should serve 18,000 to 25,000 residents within an effective radius of approximately one and one-half miles. The ideal location for this type of facility is adjacent to a junior high school. If so located, a minimum of thirteen usable acres is required; if not, a minimum of twenty acres is needed. Community parks should provide a wide range of facilities including athletic fields and multipurpose courts, picnic facilities, a variety of play areas, a recreation center building, lawn areas, and landscaping.

Resource-based Parks<sup>2</sup> - Resource-based parks and recreation areas should be located in areas notable for scenic, natural, or cultural attractions. The two subcategories of resource-based parks are identified and discussed below.

Resource Parks - Resource parks may either be oriented toward one dominant function (Mission Bay) or toward a multiplicity of recreational activities (Balboa Park). While often containing several hundred acres, the actual amount of land included should be based primarily upon physical or historical factors rather than upon any fixed standards. Within resource parks, sufficient land acreage should generally be left in a natural condition to permit such activities as hiking and horseback riding. However, the natural landscape may be supplemented with a variety of recreational facilities including tennis courts, outdoor theaters, and play fields. In sum, the degree to which such a park should be developed or preserved in a natural state will depend largely on its unique characteristics of size, topography and locale.

Natural Parks - The natural park should be preserved as nearly as possible in its original condition and should provide for only those recreational activities which will not impair the features that inspired its designation as a natural park. Such a park is relatively spacious with a natural character reflecting scenic, topographic, scientific, or related values.

Mini Parks - Small areas used for open space or recreation. They may be used as play areas for small children, in which case they supplement individual backyards. They may serve senior citizens only, older children, or all age groups, depending on the needs in the neighborhood. They may include play apparatus, paved areas, sand pits, wading pools or simply be planted in grass. Their size usually ranges from 2,500 square feet to five acres, although in the past the size and location generally depended more on the



availability of vacant parcels of land than on other factors. The effective service radius varies somewhat depending on the type of person served, although it is rarely more than the walking range of a preschool child or about 1/8 mile.

1. Term derived from Park and Recreation Citizens Study Committee Report (San Diego, 1963, p. 10. Refers to neighborhood and community parks only.

2. Park and Recreation Citizens Study Committee Report, p. 15 refers to "Park ... established to preserve those areas which are ... outstanding ... because of scenic, natural or cultural features ... the location of these parks is dependent on the natural resource itself."

Park and Ride - Terminals where passengers may leave their cars and transfer to public transportation.

Planned Residential Development - A predominately residential development improved in accordance with an overall project plan and characterized by the following:

1. The density regulations of the zone in which the Planned Residential Development is located are applied to the total area of the Planned Residential Development rather than separately to individual lots or building sites.
2. The right to use and enjoy any privately-owned common open space areas and recreational facilities provided on the site of the Planned Residential Development shall be coupled with the severalty interests of the owners of the dwelling units. Ownership may be of lots or condominiums or both.
3. A Planned Residential Development may include accessory commercial, office and recreational facilities limited in size and capacity to the needs of the occupants of the development and their guests.

Public Transportation, Mass Transit, Mass Transportation - General terms, often used interchangeably to describe a system of common carrier facilities offering transportation service on a fare payment basis and operating on established schedules along designated routes with specific stops.



Rapid Transit - Mass transportation either by rail or bus, distinguished from other transit by its operating at high average speeds over exclusive, grade separated rights-of-way.

### Street Classifications

The five basic functional categories of streets in San Diego are present in Navajo. They are freeways, prime arterial, major streets, collector streets and local streets.

Freeways (usually under the jurisdiction of the California Division of Highways) - are designed to carry large volumes of through traffic and are always divided highways. They have no at-grade intersections and traffic may cross, enter, or leave it only via the ramps of an interchange.

Prime arterials also are intended to facilitate the movement of large volumes of traffic and are usually, but not always, divided highways. most street crossings will be at-grade, but there may be a few interchanges. There will be no driveways from abutting property, and traffic may cross, enter, or leave the road only at an interchange or intersection.

Major streets are designed primarily to carry traffic through an area but will generally also provide access to abutting property. They may be divided but normally all street crossings will be at-grade and there will be little or no restriction of driveway access.

Collector streets function both to distribute traffic from arterial thoroughfares and to provide access to abutting property. They are rarely divided, all street crossings will be at-grade, and there will be no restriction of driveway access.

Local streets are designed primarily to provide access to abutting property. They normally are not divided, but have all street crossings at-grade and have no restriction on driveway access.

Parkways are limited access roads that traverse a corridor within which all natural scenic resources and aesthetic values are protected and enhanced.



#### ILLUSTRATION CREDITS

Unless otherwise noted, illustrations are by the City of San Diego Planning Department.

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In addition to the Navajo Community Planners, the following City Department staff have made a significant contribution to development of the Navajo Community Plan.

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